

## DOCTOR RAYMOND SCORES VICTORY IN VALLEY ISLE

County Democratic Committee Certifies Him As Winner In National Delegate Fight

THIS WILL INCREASE LEAD OF JARRETT OVER WILSON

McCandless Faction Is Laying Plans To Carry Fight To National Committee

A bas Rue Panshi. Which, being interpreted, means "Down with the McCandless gang."

Evidently that is the slogan in the Valley Island, for the Maui county committee of the Bourbon party has decided against Morris Keohokale and Eugene Murphy, candidate for delegate to the Democratic convention and the alternate which the rules of the party provide. Incidentally the committee has issued its certificates of election to Dr. J. H. Raymond and Thomas R. Lyons, his alternate.

Also incidentally, this victory on Maui increases the majority that High Sheriff Jarrett now has over his rival, John H. Wilson, for national committee, to about seventy—the exact number being still in doubt.

All of which leaked out when Doctor Raymond reached town and began to talk to some of his friends Saturday afternoon.

"We've beat 'em," says Raymond.

"We've beat 'em," said the doctor, in an interview in the lobby of the Alexander Young Hotel yesterday. "We've beaten 'em and I'm tickled to death in view of the scurrilous stuff they have been circulating about us over in the Valley Island. Why, if half of the charges they have made against us since the election were true, I should be in the territorial prison for the rest of my natural life." And he laughed.

It is, however, practically certain that the McCandless faction will carry the fight on as far as the national convention, if it possibly can, and there are not lacking those who declare that Doctor Raymond and Jarrett are going to be counted out no matter what kind of a figure their votes come to, nor how much of a lead they may appear to have. That, however, may be but political recrimination.

"If they carry the fight to the convention, and there is every reason to believe that they will," said Doctor Raymond last night, "we are ready for them, and I'll bet Link McCandless a five-cent cigar to a leather medal that we'll win out there hands down."

How Trick Was Worked

In explaining how the "trick" was worked, Doctor Raymond said that the opposing faction went to the secretary of the county Democratic organization and announced that it was planning to reorganize a precinct club, which had been defunct for some time. Although the time limit for forming such clubs is said to have been passed, the secretary, M. C. Rose, granted the request and reported to have issued ballots. These subsequently were vetoed, and still later thrown out by the county committee, putting Doctor Raymond's majority on the island at about thirty-four votes.

The hearing before the committee was exhaustive, it is said, every feature of the affair having gone into by the committee, and most of the claims of the Raymondites admitted by Keohokale and Murphy.

## REGULATION OF RATES BY BOARD IS OPPOSED

The suggestion of Chairman Alexander of the house committee which has the shipping bill under consideration that the provision permitting the proposed shipping board to fix ocean freight rates should be eliminated is significant of the difficulties the committee are meeting with in the attempt to make this measure acceptable to the shipping interests of the country, says the Maritime Register.

This suggestion has the approval of the President and the secretary of commerce and unofficially that of the interstate commerce commission and it will probably be adopted and a provision vesting in the shipping board power to correct any flagrant injustice in ocean transportation rates substituted.

To assume that ocean freight rates could be controlled the same as the rates of railroad transportation is an error that was apparent to the shipping interests. The provision to fix ocean rates is impracticable, but it is only one of the bad features which has created opposition to the bill throughout the country.

The proposed elimination of the ocean freight rates provision is evidence of an influence on the part of the administration as to the ultimate fate of the shipping bill. Hence the suggestion of the elimination of this feature in order to be able to win over opponents to this measure. And it is possible that those having charge of the engineering of this bill through congress are prepared to make further important concessions rather than that the administration should suffer loss of prestige through its defeat.

## Steam Vessels Fated To Disappear Before Diesel-Type Motors

Naval Architect Predicts Success of New Ships If Sufficient Oil Is Available

In an address before the Yokohama L. and M. Society, Dr. E. P. Purvis, professor of naval architecture in the Imperial university of Japan, made this statement:

"In due course, and provided a sufficient supply of oil can be obtained, I think there is no doubt the motor engine will drive out the steam engine, but before this can occur in any true sense many years of perfecting will be needed, so that the steam engine is likely to have still a long life before it."

Coming from a man of Dr. Purvis' professional standing, this prediction is interesting. Many will disagree with his belief that steam has a long life before it, however. It is only five years since the first Diesel vessel appeared at San Francisco. Honolulu saw its first in the Fabria last June, yet the East Asiatic company has turned to internal combustion heavy-oil engines altogether, having disposed of its steamers.

Contracts For Twenty Vessels

The East Asiatic line has contracted for twenty motor vessels, varying from 10,000 to 12,000 tons. Delivery of the last of them will not take place until 1920 or 1921. About twelve vessels are in the East Asiatic service now.

A leading builder of motor ships is the yard of Burmeister & Wain, Copenhagen, which has booked orders for forty-four, the contract prices exceeding \$25,000,000 in the aggregate. Some of the new vessels are large. Contract recently executed call for six vessels of 12,000 tons displacement, and for six of almost 13,000 deadweight tons capacity, to be delivered in about four years. Formerly the largest vessels were of from 8000 to 9000 tons, rarely exceeding 420 feet in length.

Turbine For Speed

Discussion of the motor ship is limited to cargo-carrying. There is nothing to indicate that the Diesel engine can compete with the steam turbine as to speed, although it may be developed as highly as the gasoline motor. But merchant marine supremacy is not based on the liner; it is based on the tramp.

No steel motor vessel of consequence flies the American flag, or did recently although numerous wood vessels have Diesel or Diesel-principle engines as auxiliaries. No country is situated more favorably than America for successful operation of motor vessels, inasmuch as supplies of fuel oil are available on every coast and on the Great Lakes, and a failure of this country to read the signs, a failure to expand building beyond the confines of wood vessels equipped with motor auxiliaries, would be a grave error, perhaps as grave as holding fast to the wood clipper ships before the Civil War.

What England will do is of profound importance. If the motor vessel is to succeed steam as the motive power of the freighter, no country is concerned more vitally than Great Britain. Her first experience with motor vessels has been unfortunate. Moreover she lacks a plentiful supply of fuel oil at home; she has developed her coal mines throughout centuries first entry into the field by the Scandinavians will give them a great lead; retarding of merchant work by the war is a potent factor. In view of these circumstances it is doubtful whether England will build enough motor vessels in time to maintain her relative position, although it would require years of retrogression on her part and of progress by other nations before she would be threatened—always provided that the motor vessel is to be one freighter of the future.

To the people of the States it is most important what this country does; to the world in general there will be no more noteworthy development in shipping during the next twenty years than what the British do as to motor ships. They may hold to steam, as Americans, held to wood clipper ships, while England, having building iron-hulled vessels and fitting them first with paddle wheels and then with screws.

British owners and builders are worried, however. The war is permitting the Scandinavians to go ahead while the British either cannot get private work done at all or are forced to take what they can obtain, and be thankful for that little.

London Fairplay voices one phase of British opinion which certainly is significant.

"White undoubtedly the East Asiatic company have been able to work their motor-driven vessels with success, ill-luck seems to have followed a large number of the vessels built in this country (England), with the result that in some instances the Diesel engines have been taken out and ordinary reciprocating engines substituted," said that well-known shipping journal, in commenting upon the annual report of the Flower Motor Ship Company.

"It is very unfortunate that the company should not have met with more success, as now shipowners will be more chary than ever in giving up ordinary engines to take on the special type fitted on board the Flower Motor Ship Company's vessels," Fairplay concludes.

The Flower line made profits of \$21,516 last year. A dividend of five per cent was recommended, with the carrying forward and writing off of certain amounts. The corporation was organized in 1913. Three vessels were ordered. The Abelia was sunk by a German submarine December 30, and the Arum and Arabis were turned back to the builders, being unsatisfactory. More vessels would have been ordered and built except for the war.

A GOOD RULE FOR THE HOME.

Make it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and is never sold without it.

For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

## BATTLE OF VERDUN ADDS TO SUFFERING OF FRENCH PEOPLE

David Rice Makes Another Appeal To Hawaii For American Fund For Wounded

HOSPITAL SUPPLIES VITALLY NECESSARY

They Are Being Shipped In Large Quantities As Fast As They Are Made Ready

"You must appreciate the suffering now in France, after the great fight at Verdun," writes David Rice, of Boston, who sends two more bulletins to the Advertiser in his appeal to the people of Hawaii to lead financial assistance to the work of the American Fund for French Wounded.

Mr. Rice's initial appeal to Hawaii in behalf of the New England branch of the fund was published in The Advertiser recently. The money thus raised in America is used to manufacture hospital supplies and the necessary equipment for the wounded and convalescent fighting men in France. The quantity shipped regularly from the States for the purpose is enormous.

The number of cases of materials shipped abroad by the New England branch since its activities began the middle of May of last year had reached 3000 on April 14, while the average weekly shipment at the present time is a hundred and forty-five cases.

The bulletin sent by Mr. Rice gives the following monthly report for the period from March 13 to April 10 inclusive of shipments going forward to Paris: 367,986 surgical dressings; 7912 pillows and pillow slips; 133 sheets and blankets; 4228 knitted articles including 3691 pairs socks, 3152 flannel garments, 953 articles of underwear, 15,000 yards hospital gauze, 114 pounds absorbent cotton, 2090 yards sine oxide adhesive plaster, 2172 surgical needles, 600 pounds rubber, 100 pounds chloroform, 512 pairs rubber gloves, 152 hot water bottles and all cushions, fifty and a half yards rubber sheeting, twelve instrument sterilizers, 504 catgut ligatures, 354 surgical instruments, hypodermic syringes, and hypodermic needles, 2888 towels, 2006 handkerchiefs, 422 pairs socks, 721 sheets writing paper, envelopes, and postcards, 6142 miscellaneous articles including comfort bags, puzzles and games, old linen, soap, suits, overcoats, wash cloths, hospital shirts.

France Grateful For Aid

The bulletin of April 14 says: "The generous response to the recent request for money to buy clinical thermometers has enabled the fund to send abroad in this week's shipment five gross which will be gratefully welcomed by our Paris depot as they are now almost unobtainable in France."

"We had just come that one of the two auto trucks sent to France by New England branch has started for Toulouse and the neighboring hospitals with a large consignment of hospital supplies—Miss Casparis of Ohio driving, and Miss Norris of New York accompanying her as distributor. The many contributors of knitted stockings will be interested to learn that in answer to a request from Mrs. F. E. Shaw, formerly of Boston, dozens of these stockings, so much appreciated in France, have been sent from our Paris depot to the Val de Grace Hospital. The Paris office, in a bulletin of March 13, especially speaks of a large consignment of pajamas from the Worcester committee, with a card in the pocket of each on which was a message written in French, adding: 'We feel sure that these will be appreciated and admired as much by the recipients as by the unpackers in our depot. Do beg your contributors whenever possible to add this personal touch.'

Thanks Given For Help

The deep gratitude of the French people for America's generous help is expressed graphically in the following letter received from Paris by the chairman of the American fund:

"I wish to thank you for your beautiful and generous gifts which brighten the lives of our wounded soldiers. To a man who has lived for months in the trenches under all the hard and arduous conditions of war, it is an inexpressible comfort to find in the hospital that he is not merely a surgical case but an individual man and that in far away America, men and women are remembering the heroism and suffering of the French army, and are doing their utmost to encourage the soldiers with some testimonial of their remembrance."

The following letter received from Mrs. Breece, was written after she had visited one of the open air establishments in the Pyrenees:

"I visited yesterday the Sanatorium Franchet at Cambo for tubercular soldiers and officers who have become ill from the exposure and infection in the trenches. It is high up in the mountains, they have shelters where the poor sufferers lie in the open air all day."

Breaking of a stern line of the German vessel O. J. D. Ahlers and her consequent swinging about in Hilo Bay, and the calling of her crew aboard, appear to be solid published here last week. In view of the reports from Europe that some Teutonic vessel may be sold, it is possible that the Ahlers might be one, but Hilo will have to give better proof than a parted mooring line. Why the crew was called aboard the Hilo Herald was unable to ascertain.

## Grace Firm To Open First Steamer Line To the West Coast

Company Will Have Fortnightly Sailings New York To South America Via Canal

W. R. Grace & Co. will operate a fast fortnightly passenger service between New York and the West Coast of South America via the Panama Canal. The vessels will make Callao in eleven days and Valparaiso in eighteen days, including calls at Iquique and Antofagasta. The Pacific Steam Navigation Company has already announced fortnightly departures to the same destination.

Grace Building Vessels

Four new steamers are being built at the yards of William Cramp & Sons Ship & Engine Building Company in Philadelphia for Grace. The first of these will be delivered May 1, 1917, according to the specifications of the contract, while the other three soon thereafter. The service will start at that time. The ships will have a displacement of 10,000 tons and will be capable of attaining a speed of fourteen knots. They will be equipped with all modern devices of convenience and safety and will have accommodations for 100 first class passengers.

This is the first regular passenger service to the West Coast of South America that has been planned and operated by any American line.

Plan Is Experiment

"The plan is in the nature of an experiment," said J. Louis Schaefer, treasurer of W. R. Grace & Co. "We believe that the field has possibilities far development, particularly with movement in the direction of extending the trade of the United States with South America, and that the service will prove successful. We will not depend upon tourists to maintain the service, as it is not difficult to recognize that it will be some years, at least, before the West Coast of South America becomes a field for pleasure seekers. But increasing trade relations will necessitate the despatch of commercial travelers to that country, probably in sufficient numbers to warrant the service."

In addition to the passenger service, the Grace company will continue to operate its present freight steamers on a fortnightly schedule, thus giving the company's ships weekly departures. Approximately twenty vessels are now in the freight service, operating under the American, British and Norwegian flags. Mr. Schaefer said that no plans had been made as to when the coast-to-coast service would be resumed by the Grace ships, as nobody had expected the opening of the canal at so early a date and the vessels were all engaged for other uses. Resumption of service, he said, depends somewhat upon conditions at Panama.

NEW ORLEANS, April 12.—In connection with the plan of Dominick Torricelli to hold an elimination tournament for the heavyweight colored championship of the world is a scheme to bring Jack Johnson, former champion, into the limelight again. After McVey, Willis, Langford and Jeanette have settled their disputes, it is the intention of the promoters to have the winner meet Johnson in the final for the title. The promoters decline to say at this time where the battle will take place, as Johnson is barred at present from entering the United States, but they say it will be a finish contest and not so far from New Orleans.

THE MEET, in which the best of the Pacific coast woman swimmers will take part, is under the direction of William Coffman.

LOOKS LIKE DUKE WON TWO FIRSTS

(Associated Press by Federal Wireless.) CHICAGO, April 29.—The Hawaiian swimming team consisting of Duke Kahanamoku finished in third place in the national A. A. U. swimming meet last night with eleven points. Illinois Athletic Club was first with 56 points. New York Athletic Club finished second with 41 points.

LOS ANGELES LEAPS

Yesterday's games: At San Francisco—San Francisco 5, Salt Lake 0; San Francisco 9, Salt Lake 5.

At Los Angeles—Los Angeles 5, Oakland 1; Los Angeles 4, Oakland 2.

At Portland—Portland 5, Vernon 2.

Team Standings

Team	W.	L.	Pct.
Los Angeles	13	1	.577
Vernon	13	12	.520
Oakland	14	13	.519
San Francisco	14	14	.500
Salt Lake	10	12	.455
Portland	9	13	.409

At Detroit—Detroit 6, Cleveland 12.

At St. Louis—Chicago 6, St. Louis 2.

At Chicago—Rain.

At Pittsburgh—Pittsburgh 7, Cincinnati 8.

Team standings:

Team	W.	L.	Pct.
Detroit	9	6	.600
Boston	9	6	.600
Washington	8	6	.571
New York	6	5	.545
Cleveland	8	7	.533
Chicago	8	9	.471
St. Louis	5	8	.385
Philadelphia	3	9	.250

National League

Team	W.	L.	Pct.
Philadelphia	7	3	.700
Brooklyn	5	3	.625
Chicago	8	5	.615
Boston	5	4	.556
St. Louis	7	7	.500
Pittsburgh	6	8	.429
Cincinnati	7	8	.467
New York	1	8	.111

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## SPORTS

### HILO REGATTA NOW ASSURED

Three Local Crews To Compete With Big Island Oarsmen July Fourth

It has been definitely decided that Honolulu will send crews to Hilo to take part in the regatta to be held on July 4.

Ray Ristow, secretary of the Hawaiian Rowing Association, on Saturday received a letter from M. A. Nicholson of Hilo stating that the regatta is assured and that the proposition to send three crews to Hilo has been enthusiastically received by the Big Island people.

The Hilo Fourth of July committee have set aside an amount which will be more than sufficient to cover Hilo's portion of the expenses of bringing the crews and their equipment across the water and returning them to Honolulu.

It is proposed to bring 30 men to Hilo in connection with the rowing, consisting of a crew of six men, two substitutes, and a coach and coxswain from each of the Heanani, Myrtle and Honolulu rowing clubs.

Whether pair-oar and single scull races will be included in the program, has not yet been definitely decided.

It is said that an excursion to Hilo by an inter-island steamer is assured, and that the steamer will probably leave Honolulu on the morning of Saturday, July 1, the men returning to Honolulu on Wednesday morning. The Kilauea will probably be the steamer chartered for the excursion.

A splendid course has already been laid out in Hilo harbor, a much better one than the Honolulu course. It will be a two-mile course over a triangle route, which enables the spectators to view the entire race and be in at the start and finish. The racers will start from the base of Kuhio wharf toward the end of the breakwater, then on a half turn will make a bee line for Reed's Bay, thence on a half turn to the end of the Kuhio wharf, where the finish will be.

MAY RESUSCITATE JACK JOHNSON

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